

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S E C R E T

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COUNTRY	Hungary	REPORT	
SUBJECT	Details of the Miskolc Freight Yards	DATE DISTR.	21 March 1957
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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

1. In 1946-1947 a start was made on enlarging the freight yards at Miskolc. The area covered by track did not increase by much; since tracks were merely laid more closely together than before. *1 MAY 1957*
2. By 1954, the number of tracks in the Miskolc yards totalled 52. No more were laid between 1954 and October 1956, but plans did exist for further expansion (see paragraph 6 below). In 1954 work was transferred to the building of workshops and repair sheds. *MAY 1 (5/105)*
3. The attached diagram shows the state of the freight yards in the fall of 1956:
 - a. Tracks 1 and 2 are the double tracks leading to and from Budapest.
 - b. Tracks 3 - 18 are used for trains arriving in the yards for classification and onward despatch.
 - c. Tracks 19 - 38 are used for the actual classification.
 - d. Tracks 39 - 48 are for trains being repaired.
 - e. Tracks 49 - 52 are for the refuelling (coal, water) of trains.
4. The ramp to the south of the yards is used in the marshalling of trains. Cars are taken onto the ramp and pushed over the crest (possibly as much as a kilometer to the north) whence they run down on their own to specified tracks.
5. Trains arriving from the north (e.g. Ozd) are stopped in Miskolc-Gomori to await further orders for proceeding into Miskolc yards. There are 14 tracks at Miskolc-Gomori including the double main line. There may be some marshalling of trains here, but it is kept to a minimum.
6. A single track extends from the Miskolc yards and goes to Diósgyőr nearby. It is intended to double this track at a future date, and also to enlarge the existing yards on the southwest side. This area was in the fall of 1956 in a marshy state, but was gradually being filled in with waste from the surrounding factories. This expansion program was designed to give Diósgyőr improved service and to increase the capacity of the Miskolc yards generally.

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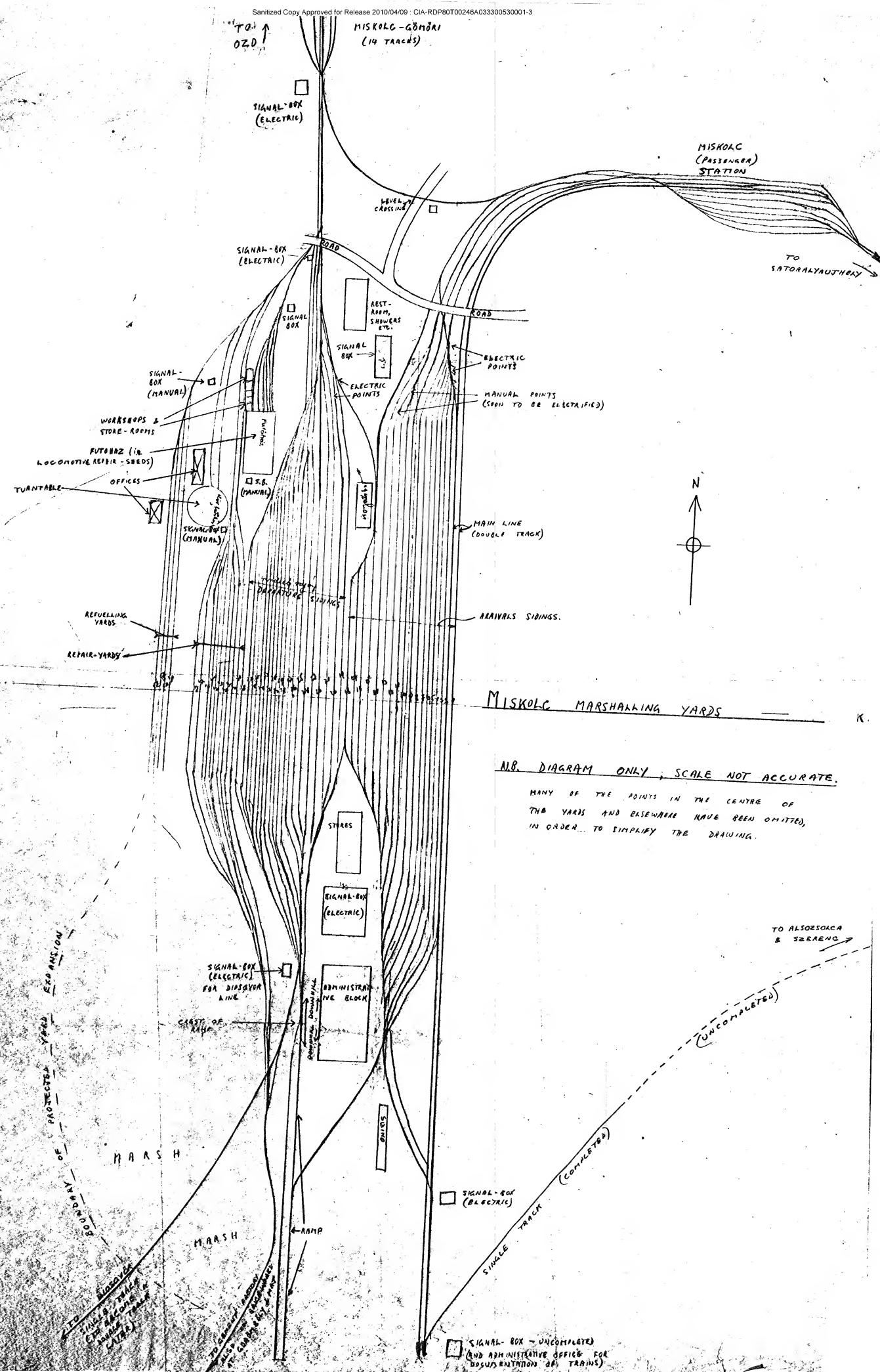
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7. Another line extends south to a cement works and also to brickworks at Goromboly and Maj. This line was in the process of being doubled in the fall of 1956.
8. From a point on the main Budapest line slightly south of the Miskolc freight yards, a branch line was being built in the fall of 1956 off toward the Miskolc-Szeirencs line, at Alsozsolca. There was only a single track being laid and the embankment under construction was not wide enough for a second track to be laid later. A line had been laid for a length of one kilometer from the main Budapest line by October 1956. Work on the rest of the line was continuing. Emphasis was laid in Miskolc on the importance of this line during a war, when the Miskolc yards, which it completely by-passes, would undoubtedly be a priority target.
9. At Miskolc passenger station there are 16 tracks, 11 for passenger trains and 5 for freight purposes. Repair facilities at Miskolc consist only of the following:
 - a. A factory in Miskolc town belonging to the MAV (Hungarian State Railways). Every type of repair was carried out on cars by the 1,000 or 1,200 workers employed there before the October 1956 revolt. Three shifts were worked in the welding sections there, two in the forging shops and one everywhere else.
 - b. A repair shed in the northern half of the Miskolc freight yards where repairs were made to the heating systems of locomotives and also to the driving wheel coupling rods. These were the only repairs carried out there; all other cases had to be dealt with in Budapest. There were no more than 100 workers at this repair shed and it was normal for the driver and fireman of a locomotive to have to help in the repair work being conducted on it.

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N.B. DIAGRAM ONLY : SCALE NOT ACCURATE

MANY OF THE POINTS IN THE CENTRE OF
THE YARDS AND ELSEWHERE HAVE BEEN OMITTED,
IN ORDER TO SIMPLIFY THE DRAWING.